

HOLDEN TORQUE

Journal of the Holden Sporting Car Club of Victoria (Inc)



Holden Sporting Car Club of Victoria



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OCTOBER 5TH**

**HSCCV GO KART DAY
PHILLIP ISLAND
OCTOBER 19TH**

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Welcome to the September 2008 6 hour Special Edition of

HOLDEN TORQUE

Journal of the Holden Sporting Car Club of Victoria (Inc)



Holden Sporting Car Club of Victoria

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Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at editor@holdenclub.com. Microsoft Word format is preferred and each month's items must be received by midnight on the second Wednesday of each month. Quarter page ads are free to members; advertising is otherwise charged at \$10 - quarter page, \$20 - half page, \$35 - full page

Website

Why not visit our website for further information. You can also download all competitive supplementary regulations (entry forms) via the site. Find us at: www.holdenclub.com

Club Meetings

Meetings are held on the fourth Monday of every month (except December) at Bells Hotel, cnr Moray and Coventry Sts, South Melbourne, 7.30pm for an 8.00pm start. All members and their friends are very welcome. Meals are available prior to the meeting at bistro prices.

Correspondence

All correspondence for the Holden Sporting Car Club of Victoria, Inc. should be addressed to The Secretary, Holden Sporting Car Club of Victoria Inc., GPO Box 791, Melbourne, Vic 3001

Disclaimer

The views written are not necessarily those of the committee and the producers of the Holden Sporting Car Club of Victoria Inc.'s newsletter, "Holden Torque". We accept no responsibility for the accuracy of the information printed and quality of any item or service advertised or mentioned in this publication.

President - B. Lethborg

Hi Guys, the drought has broken and some events have been run. We had our dyno day at Steve's workshop with some interesting and surprising results. The six hour at Phillip Island was run; I could only get down on Saturday and check out the practice and qualifying, there were a few car problems that ended up being sorted out except Kim's Commodore it decided to overheat again. Kim has assured me that the 300psi enema to the radiator and cooling system will fix it. Glenn debuted the United Colours of Glennaton Torana hatch and it was a rocket ship surprising a few Porsches, the multi coloured panels were very distinctive. All the teams finished and Team Slappd was awarded the best presented team, well done guys. There is a full report later in the mag.

Winton will be run and won by the time you read this. At the time of writing the entries are down a bit which means plenty of track time for those who have entered. Wayne will be able to stretch the legs of the blue meanie for the first time in anger at Winton; he had a grin from ear to ear at the 6 hour as the car ran faultlessly and I must congratulate Wayne for the job he has done rebuilding the VK, the car looked great.

We have our hillclimb coming up in October at the new Haunted Hills circuit I hope to have the Commodore there for a run. Speaking to Darren from Ford Four he tells me that the track has quite a few off camber corners and you need good brakes cause if you miss the corner you have good chance of hitting the

embankment and it will hurt. The track is 1250 metres long which is about 400 metres longer than the old track; if you get onto You Tube and search Haunted Hills there are a few videos to check out. Supp Regs will be on the website by the time you read this.

The Go Kart day at Phillip Island still has a few spots left, it will be a good fun day out we are visiting the museum and a winery afterwards. Give Jeremy a call to secure your spot.

Sandown is coming up on Melbourne cup day; we will need a few helpers for this, so if you are not running please help.

Last month we had a member survey in the magazine, so far we have had no replies. The committee would like to hear your thoughts; we can't help you if you don't help us. Please fill in the survey and send it in.

Cheers Bruce

Vice President - G. Black

What a busy month we have had. The Philip Island 6 hour has been run and won, with a special mention to Team SLAPPD for the best presented team award. It was a pretty wet event but fortunately there were no major incidents and a very packed field of non professional drivers can still do okay on a wet track. There were plenty of cars getting stuck in mud, but I heard reports of the recovery

vehicles getting bogged also, so it's hard to beat ourselves up over that. I managed to stay out of the kitty litter this year which was the first goal to be achieved, the second was to run reliably, unfortunately this still remains only a plan....

Don't forget how quickly the 6 hour fills when supp regs come out. Work out roughly your teams now, and early next year start to firm things up and be ready to send your check in as soon as supp regs come out. This year the entry list filled within a week or so. Don't wait for the club to organise it, because with a month between clubnights the entries could be closed by the time one comes around.

The Winton round of the Ford vs Holden challenge will have been run just before this goes to print, and then it's on to the Hillclimb at Haunted Hills on October 5th.

Make sure to get your entry in quickly, as this venue has been pretty popular by all reports so far.

Not long after that we have the V8's at Bathurst.

Hopefully the race can run its course and be a real race over 161 laps. I was surfing the net recently and found a website that 'offers' a chance to sprint at Bathurst.

Naturally the adrenaline kicked in and I was already looking for the entry form (supp regs, you can read those later). There was much to do with experienced drivers and being sensible etc. No probs I thought, I have run a few laps at Philip Island and mostly keep out of the kitty litter. All looked good, even with the selection criteria and pretty fancy conditions. Then

(Continued on page 4)

Executive TORQUE - President, Vice President, Secretary, Treasurer

(Continued from page 3)

I found the entry costs. Over \$6000 for a weekend of sprints. The idea is wounded but not dead yet; I first wondered how many laps you would get; mmm, worst case recently for sprints was 3 sessions. Is Bathurst worth \$2000 per session (\$730 per lap). Still not deterred, I kept reading, adrenaline fading, and thinking 'maybe if....' then I discovered the entry list was full. The speed of filling up makes the 6 hour look unpopular. I wondered then if I could get on a waiting list for next year. Checked the info on website and that sinking feeling really kicked in. No wait list and don't email as they won't respond. Too many enquiries, and you might have better luck if you drive a marque sports car. Cubic inches did not appear popular. \$6000 entry fee burning a hole in my pocket, and dammit I still won't get a drive at Bathurst. (Ok, the entry fee was really an unsigned check that would bounce and a huge case of optimism. But the dream for 30 seconds seemed worth it.) I'm off to play the kids Bathurst computer games. Cheers Greg

Secretary - P. Slater

Hello folks it's been another busy month for the club with the Dyno Day and the Six Hour and by the time you read this the Winton Sprint. As suspected the big power at the Dyno Day was produced by the LS1s, even more than the new 6 litre. I wasn't surprised or disappointed to have the least powerful LS1 as it shows how stock the car is. The 6 hour can be a very frustrating event especially with the intervention of the

weather but it is a wonderful social and team building event for the club. I must congratulate Glen for the magnificent accommodation that he was able to secure. I must also say what a fantastic effort was put in by the Managers and pit crews in the sometimes appalling conditions especially to our team of Frank, Amelia and Richard. Congratulations also to Holden Allsorts team for winning the (friendly) battle of the Holden clubs. Phil Slater

Treasurer - V. Kowal

As you can all see from the above figures, we are still in a sound financial position. Some spending worthy of note included food for the Phillip Island Six Hour of \$400, \$99 for a BBQ, \$550 to set up club embroidery for club race suits with Revolution Racegear and the \$790.00 entry fee for the Social Event of Go Karting at Phillip Island which will be reimbursed from entry fees. We are still waiting for the cheque for \$3165 from FFCC from the Sandown event. I would like to see it soon to finalise this event. A big "Thank You" to Steve Crupi for his generous donation of \$100 from the Dyno Day!



Don't forget if you are looking into home loans, consider DONATION Home loans - one of our members did, and the club benefits accordingly!

Advertisement for DONATION Home Loans featuring a dog logo, contact number 1300 30 99 79, and website www.donationhomeloans.com.au.

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Income for the period August 15th 2008 to September 12th 2008	
Memberships	\$ 164.00
Stock Sales	\$ TBA
Transfer from ING to ANZ Cheque Account	\$ 1200.00
Aroma Bakeries	\$ 150.00
Steve Crupi – Donation	\$ 100.00
<u>ING Interest</u>	<u>\$</u>
	<u>100.05</u>
Total Income	\$ 1714.05
-	
Payments for the period August 15th 2008 to September 12th 2008	
Catering for Six Hour	\$ 400.00
Bruce Lethborg	\$ 20.00
Revolution Racegear setup fees	\$ 550.00
ANZ Bank charges	\$ 15.00
Withholding tax	\$ 46.00
Club BBQ	\$ 99.00
Total	\$ 1130.00
Accounts/Liquidity i.e. Our Balance as of Sept 12th 2008	
ANZ Cheque Account Balance	\$ 641.08
ING account. Includes \$91.93 interest	\$ 17367.23
Petty cash tin	\$ 4.60
Club Lotto Balance (not included)	\$161.10 (thanks for the extra!)
Balance Total (Liquidity)	\$ 18,012.91
Note: 1. \$790.00 to come in for Go Kart entries.....	
2. Cheque for \$3,165.00 from FFCC to come in.	
3. Income from sales of apparel at previous club meeting to come in.	

Club TORQUE - Club Calendar 2008

Dates & Venues subject to change. Please advise of events that need to be added

AUGUST	
1-3	V8 Supercars—Winton
3	VMCi Hillclimb—Broadford
11	HSCCV Committee Meeting
18	HSCCV Print Night
25	HSCCV General Meeting—Bells Hotel
30-31	6 Hour Regularity—Philip Island

SEPTEMBER	
7	PIARC Grp5 Motorkhana—Moorabbin
8	HSCCV Committee Meeting
12-14	V8 Supercars—Philip Island
14	HSCCV/FFCC Ford Holden Challenge Sprint – Winton
15	HSCCV Print Night
20-21	PIARC Grp5 Sprint—Philip Island
22	HSCCV General Meeting—Bells Hotel
28	TCCA Grp5 Motorkhana—Werribee

OCTOBER	
5	HSCCV/FFCC Ford Holden Challenge Hillclimb– Haunted Hills
9-12	V8 Supercars Supercheap Auto Bathurst 1000
13	HSCCV Committee Meeting
19	HSCCV Go karts at Philip Island
20	HSCCV Print Night
23-26	Indy 300 (incl. V8 supercars)
26	PAC VMC Rnd 8—Tooradin
27	HSCCV General Meeting—Bells Hotel

NOVEMBER	
2	HSCCV Motorkhana—Melton (event TBC)
4	HSCCV/FFCC Holden Ford Challenge Sprint (Grp5) – Sandown (Cup Day)
6-8	V8 Supercars—Bahrain
9	PIARC Grp5 Sprint—Philip Island
10	HSCCV Committee Meeting
17	HSCCV Print Night
21-23	V8 Supercars—Symmons Plains
24	HSCCV AGM—Bells Hotel

DECEMBER	
4-7	V8 Supercars Grand Finale—Oran Park
TBA	HSCCV Christmas Party & Presentation Night

Club TORQUE - Torana heaven—Glenn

Hello to you all from the shed beside my house.

As many of you would know I own an A9X hatchback and have used it for sprint duties for quite a number of years now. I always knew that as much as I adore driving this brilliant Aussie muscle car, some day I would have to retire it from track duties. I wasn't worried about me crunching it, but of someone else hitting it. Then I'd be in jail, because, well, I would not be too, err, rational in the short period after the incident!! The answer of course was to build a car specifically for duties on the track. But what to build? The answer came through a work colleague who knew of a hatchback rolling shell that had been 'mini-tubbed' for drag racing, and the

owner having now lost interest in the project. Turns out the front rails had been beefed up too !

So of we go to have a look at said shell. Hmm, virtually rust free, no doors, metallic blue, maroon front guards and nose-cone, dark green bonnet and hatch, no steering column, \$1500.00 as it stands. Seemed a good deal to me, so I plonked down the cash and towed it home. This is where it sat for quite some time

Then Kylie called me to let me know that Shane Woodman had the engine and gearbox out of his car for sale, a very strong 350 Chev and Drof top-loader apparently. So I went for a look and a listen and decided that it was a



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Club TORQUE - Torana heaven—Glenn

good thing, and plonked down the cash and drove away with the bits.

Now down to business, set out what I wanted to achieve, and how to reach that goal, without spending a squillion dollars to do so. First things first, up on stands and drop all the front end and rear axle and suspension bits out. Measure up the shell to see if it is straight, err, no it is not! The front end has been pushed around a bit at some stage, so out with the porta-power to push it all back in. Took a bit of effort but got it in the end. Now to make up some solid mounts out of aluminium alloy bar, machined up on the lathe to mount the subframe and steering rack. Fit new Supa-Pro suspension bushes to

Next up was to fit HQ stub axles, to run bigger brakes. The original plan was HQ brakes like my A9X, then I found some VT calipers, discs and hubs, with braided lines at an unbeatable price. Can you believe the VT hubs fit straight onto the HQ stubs? Slot the disc on, it fits too!! Make up an adaptor for the caliper, three goes at this before I was happy with the result. It limits the steering lock a little, but not too much, and I reckon it will brake a lot better. Fit up a steering column, make a dash out of alloy sheet and slot in some gauges. I was also fortunate to have a fuel tank included by Shane when I bought the engine, so I fitted this up also. As the car had a gas tank fitted at some stage most of the rear floor was missing, so I needed to



upper and lower control arms and assemble up. Warning, when fitting solid bushes to the sub-frame mounts, be prepared for MUCH frustration!! It is very difficult to get everything back together because of how the unit mounts up, worth it though for the much more positive location of the suspension, and it is so much stronger in the front now because it is solid, no rubber there to flex.

make up the tank mounts as required also. Bolted a new Holley Black electric fuel pump and wired it in. I removed all of the original wiring and did the electrics myself, I could see no end of trouble trying adapt the old harness for it's new life, so binned it!

Now to the big job, engine and gearbox. As it had come out of a Torana I figured it would pretty much drop straight in . . . err, no.

Club TORQUE - Torana heaven—Glenn

Lets see now, modify the firewall to clear bell-housing, clutch fork assembly and distributor, modify gearbox crossmember to suit and modify the transmission tunnel to clear the selector linkages. There now, straight in, almost. All this took about six or seven goes, over about six or seven weeks. I had to track down a clutch fork, find a suitable clutch slave cylinder and fit a hydraulic clutch master cylinder. This involved making a clutch pedal, clutch pedal mounting, mounting the master cylinder through the fire wall, and mounting the slave cylinder to the bellhousing. All of it being non-Torana stuff it was a challenge. Works brilliantly though, nice and light, but positive. And I can still remove the rocker cover when I need to!! Connect the fuel system, mount the battery in the back, wire up all necessary components, put in some fuel, hit the starter, BOOM!! It lives. . . .

so that they fit on also, HQ shockers, all good. Fit Commodore rear discs and calipers, again, they bolt straight on, just change the bearings and seals to Commodore disc brake Salisbury units and you're away. Fit up the newly modified prop shaft (Drof uni one end, Holden the other) and see if she moves. And yes, it moves under it's own power; oops, should have bled the brakes before I tried this moving business . . . !!

Now onto the interior. Tidy up all the wiring, fit a seat, fit the seat belts after welding in a mounting plate for the harness shoulder straps. Weld in the roll cage, I bought this as a kit from Brown Davis, and it went in very well, and quite affordable too. Fill in all the holes left after modifying floor and firewall to fit the engine and gearbox, glue in the wind-screen and side perspex windows. Drop in



Man though, is it LOUD, no mufflers fitted yet! Also had to modify the front subframe a little to allow clearance for the headers. So now it runs, we need to start putting in some suspension and a rear axle of some description. Maybe even get some doors on it

For some reason I hadn't thought too much about the rear end, then I had a brain-wave - buy a second hand 10 bolt salisbury out of an HQ and see how that looks. Well, with standard Commodore wheels, it fits!! Had to modify the control arms top and bottom to meet up with the mounts on the axle, but in it went. Modified the sway bar mounts

the radiator. This is a special heavy duty unit made for me by East Side Radiators, it is based around a VL Commodore unit, modified to suit my application, and again, very reasonably priced. I fitted a VN Group A style bulge on the bonnet because every-one puts A9X type scoops on, and there is only a small hole to clear the air cleaner. Put VN Calais rims on it for now (you won't believe how light these are!!) and off to Calder for a shake down run three days before the Six Hour at Phillip Island.

Ah Calder, what a lovely place. Wayne de-

cided to come along with me for the day to



give me a hand and see how it all goes. Off the trailer, safety inspection, no worries there, out on to the track. Boy does this thing go!! Lots of straight line stonk, no grip from the Bridgestone G-Grids. Ran a few laps, came in to check it over, all looks ok. Back out again and give it some more this time. I saw 6000 rpm on the tacho in top gear on the main straight, that works out at around 265-270 km/h!! Shiiite!! And that was when I backed off, it still had more to give. Pretty scary on err, H-rated tyres, but the car felt really good and very stable, I was very happy. Then I heard some nasty crunching and banging from the rear end. Yep sure enough, the diff had failed. Turned out to be the side gears in the diff had broken up and worked their way into the pinion bearing, destroying everything in its wake. Oh well, second hand diff with who knows how many kms on it. So, off to Supa-Trik in Dandenong for a mini-spool and some new 3.08 gears. Put it back together on Friday, load onto the trailer, and off to the Island!!

Here we are in dark cold and gloomy P I at around six o'clock to unload the cars at the track. This is a great idea and reduces the Saturday morning chaos to a more manageable level. Ran the car all day Saturday prac-

tice, and on Sunday, and it ran beautifully the entire time. Never passed in a straight line by anything, in fact there were no cars that I couldn't reel in. Cornering was different though, gees I need to buy some good racing tyres. And in the wet it was a real handful, still lots of fun but very difficult to drive. In the end I had a spin in southern loop and hit the tyres in front of the flaggy point on the inside of the track. Apparently it looked pretty spectacular, but only did cosmetic damage to the front and rear guards. So . . . all in all I am very pleased with the result, it is very fast, and with some decent tyres and a little development it should be a great track car. It still looks pretty average, with about seven different colours in an asymmetric patchwork pattern, but who cares when it goes so hard. My thanks to Peter and Wayne for their help and support, and I hope to see you all on the track very soon, but be warned, we take no prisoners !!!



And a very special thank you to Michelle, for her understanding and wonderful support throughout the build, and for the chrome skull gear knob that finishes the interior nicely.

Drive well, drive safe

Glenn.



Well, as you read earlier the Philip Island 6 hour has been run and won by Team Holloway. Not surprisingly this team comprises of Mini's, which will do the same lap time in the wet or dry. Team DeSade did not fare so well, as driving a time of 2:40 in the dry is far too boring and not going to happen, but that's what we got back to in the wet sessions, and it was wet. At one point there was hail and the in car video shows that visibility was less than braking distance at the end of main straight, and you know there is a slower car somewhere in front of you....

Saturday started pretty good with fine weather and a bit of sunshine. It was a strange start to the day, at one point I checked out how long it would be before I went out, and was told to get ready because we were running out of cars to send out! Don't know where everyone was though.



Sunday was forecast to be early rain clearing. Well it was early ish rain, developing to more rain and hail and wind and cold and slow lap

times. That brass monkey from Calder was still looking for something.



Before the start there was much activity with fixing various things. Not sure how Chris (team manager) coped because we all seemed to disappear at one point and knew nothing of each others whereabouts. We were all doing something, but that doesn't really help Chris. The starting order was settled the night before with the usual arm wrestle. Glenn had vivid memories of the last arm wrestle contest where I broke his shoulder, and immediately offered for me to start. (Good move Glenn, wouldn't want to hurt you again.) However being the magnanimous person I am, Glenn was given the starting honours anyway. A few of us were busy finishing off Pirate Pete's car anyway. That was a combined team effort, with people from Allsorts and DeSade working together to fabricate and redesign the oil catch can and drain system on the morning of the event. I enjoy being part of this teamwork.

During the hail Chris and Rachael maintained their role of Pit Wall timing and admirably

Club TORQUE - 6 Hour Philip Island—Editor

kept going. More so for Rachael who had never attended a race event before. Not such a good introduction, hopefully that won't be too much of a dampener.

There were some really unusual problems with the cars this year. Kim's Commodore was suddenly afflicted with overheating and could not get more than 5 laps without screaming enough. (This was later found to be 2 tons of gunk that required a 300 psi pressure wash to remove. It's fortunate the 'one formerly known as editor' is not prone to embellishment as this would normally be considered a serious pressure and amount of gunk.)

Glenn had 'an off' and paid a close visit to the trackside marshals. (With marshals of the scrutiny kind returning the visit). Pete's car appeared to have a clutch pressure plate failure (with a new clutch installed earlier this year) but it only turned out to be a connection dropping of at the bellhousing. Another car had a mysterious failure of a fuse holder (no, not the fuse, but the wiring). Even worse was no one around had any spares and the spare parts man only had one connector left (get that crimp right or you're walking.) Who would have thought a simple replacement fuse holder would end up taking over 1.5 hours to fix. I tried kicking it but it didn't work.

The good news is Wayne's blue meanie ran perfectly with it's new Steve Crupi engine. The day was a gentle run in with reduced revs and general bedding in. Apparently all the overheating and other problems from previous years have now been fixed (more of

Thanks to Rachael for the pit wall timing and to Michelle for breakfast and all sorts of jobs!!



the aforementioned "gunk"). Watch out at Winton Mr Argento!!

Dave had his VK V8 out again and apart from some initial teething problems things were sorted fairly quickly and said to be running well. The car was sporting a rather different rear wing!

Mark Lomas had a new gearbox for his car, a very healthy Tremec (if I recall correctly) to go behind the 383 Chev. Nice car this one, and Mark had a very early start to get to the track for scrutiny. Always good to see you Mark.



Club TORQUE - 6 Hour Philip Island—Editor



There were many helpers on the day, hopefully I don't miss any but thanks goes to Jan Smith, Amelia, Rachael, Michelle, Kylie and Julie (great photo's!!). A special thanks from Team DeSade to Chris Paola for being team manager. He does it very well, and is very clear about what is happening. Thanks mate!

With that I will leave you with an assortment of Julies magnificent photo's.

There were several others at Philip Island on the day, some in other clubs teams and two other HSCCV teams. Being tied up most of the day I didn't get to catch up with many people, so I will leave their tales for the other articles, although a quick mention to Team SLAPPD and their Best presented team award.



Club TORQUE - 6 hour Philip Island— Phil

I had two very different sessions in the Six Hour. Before my first session Holden Allsorts had dropped to second last place with about 10 penalty laps so there was nothing to lose. The track had dried and the car was feeling fantastic. I was circulating well keeping close to my target time of 2:10 and even scored some bonus laps. There was a lot of traffic but most were well behaved and courteous. Eventually an FPV GT came out to join me and we had a great dice with the Holden coming out on top. Then the rain started and I had to go as hard as possible to keep my times up before coming in. The bloke in the GT backed right off when he saw me going around turn 2 sideways in the wet.

Before my next session we had already been black flagged and penalized for having two cars on the track so I was wary when I headed out with a replacement sash after Ian had spun. As I headed down pit lane I thought that I saw his car flash by and when I looked in my mirror I saw Amelia and Chris jumping up and down waving their arms. I quickly whacked

on the indicator and turned left returning to the back of the pits.

When I finally got out again it was a very different track that was so slippery that I thought that someone had stolen my tyres and replaced them with Sumitomo retreads. The trackside was littered with spun cars and as it was the last ½ hour I think that they had decided not to remove them. There was an oil flag at turn one and yellow flags all the way around to the front straight and of course I kept getting stuck behind a slow car. I could only fang it down the main straight and then on one lap there was even a yellow flag at the start line as I was closing on a group of slow cars at warp speed. That gave the EBC reds and the ABS a workout. But it was great to meet the chequered flag with all the team members cheering and then waving to the flaggies who were applauding (I think there were a few Holden fans out there). Yes I'll be back next year.

Club TORQUE - Dyno Day— Bruce**DYNO DAY**

Our dyno day was held at Steve Crupi's workshop in Bayswater on 24th August, 11 cars had two runs with some surprising results.

After some basic safety rules Mark Venville's XE Ford 351 race car was first off the rank. The car recorded 187.2kw at the rear. Next was Peter Stewart's VD Commodore and a tired 308 recording 170.7kw. Peter Dixon's HQ Monaro 308 set a healthy 159.2kw

Then we had the first of the road cars with Kris Lethborg's VY SS with a Remus exhaust from the cat back and a modified cold air intake setting 198.7kw.

Martin Carabott's ex police VZ SS set a surprising 206.2kw, we're sure that the ex police cars must have a different computer mapping as this was a very good reading for a 250kw engine, imagine what you can get with a few small mods.

Geoff Fraser put his supercharged VS V6 ute

on next and recorded an astonishing 195.9kw, no other mods except an aftermarket supercharger, fantastic.

Phil Slater's VX SS recorded 195.7kw, Phil is pretty happy with that.

Wayne's VK was dynoed on the Friday before and set 188.3kw and put his VX Calais 6ltr on and recorded 192.9kw, Steve thinks that the engine is restricted by the cold air intake.

Finally Bruce's VZ SV6 set a cracking 128.7kw.

The club put on a sausage sizzle for all entrants and spectators and a good day was had by all. We will hold another Dyno day in a couple of years.

Big thanks to Steve and Evelyn for opening the workshop for us and donating \$10 dollars from each run back to the club.

Bruce Lethborg

THE BIG REV UP'

This is your reminder that the most exciting Go – Karting event ever is just around the corner. Sunday October 19 is the date and start time is 10am so try to be there a bit before so you don't miss your spot on the grid.

Following the racing action we will be winding down with a tour of the History of Racing Museum and stopping into a winery on the way home for yet another tour including some tasting.

If you have not confirmed your spot amongst the elite you must do it now as there is a limit of 20 crazed drivers and only a few places left.

All those who participate in this glorious event will be granted membership into the 'More amazing, More exciting, and More cool than everyone else' club.

BE CONVINCED, BE VERY CONVINCED!!!

Call me. Call me now. 0412 200037 Jeremy Wattsssss.

Club TORQUE - Six Hour - Vlad

The Six Hour Regularity Relay (nothing like a bit of "regularity" to keep good inner health) is beginning to shape up like the Melbourne Cup from the perspective of weather. Great weather leading up to the event bringing a false sense of calm before the event, then sun, rain, sun, rain all day of the event. We probably need a lesson in the maths of the standard deviation equations that we need to apply so that we can translate it into a strategy that works. Where did Team Allsorts end up after the event. They were in twelfth place around half an hour before the end. Did they move up or down the placings at the end? Quite a few of us from Team De Sade and Team allsorts had some mechanical problems on Saturday and Sunday, but we all finished!



Any suggestions for a caption? Best entry will win a prize at clubnight.

on the two day and doing so well. Top job Wayne! Wayne's shopping and catering skills also have to be seen to be believed. Thanks for feeding us all so well and cooking the BBQ. Can you teach me how Wayne? You have a real future as an event manager as



Thanks to Chris Loxton's help, Vlad even found his 140 oil in the diff made it quiet and last the day quiet all day. I must drain the oil to see if there's still all that "gold dust" in the diff. It would have made a nice pearl paint colour!

It was great to see Wayne's fresh car running



Club TORQUE - Six Hour—Vlad

well. Many, Many THANKS. There was a great team spirit on the day and the club members driving and supporting made it feel that everything was worthwhile. I finished the day feeling a little flat but on reflection, what a great job we all did! Even passing on the yellow and the penalty with

really. Now remind me about what heel and toe really is..... Our pit wall helpers were really excellent. Thanks to Amelia, James and Richard for braving the elements and acting as our key support people! Chris Paola and Frank were great managers, and thanks heaps for all their Blood, Sweat and Tears.



that and having two cars on the track at the same time (BLACK FLAG!) still didn't seem to have such a major impact on our placings. Where would we have been without the hiccoughs? We have some top drivers in the club. No, really....even Vlad...

It was a tiring day after all!



Chequered flag for Phil



PROJECT VK



Hi all from the Holden Sporting Car Club again,

Since last I wrote, a lot has happened, particularly with project VK, many hours, sleepless nights, thousands of dollars, sore muscles and finger tips, skinned knuckles, ozone depletion etc etc.

In my last report, the Vk was in the stripped down to a shell phase, almost ready for undercoat. That was May if I recall correctly, and I set out in that report that I only had until the end of August before the 6 Hour at Phillip Island. Well, August has arrived, so how is it going?



Back in May, the car was still being rubbed back in readiness for the undercoat. The interior, including the roll cage had been rubbed back, but the final work was still needed on the outside. That got done by the end of May, with the 2 PAK undercoat applied inside and out during June. Remember, I have never painted before, so the white undercoat was my practice. I laid the 2P on thick, especially at the back of the car where there were a few deep chips and scratches, and of course, the front for the same reasons.

Applying the 2P was easy compared to the rubbing it back with 600 fine wet and dry. Every night, I have dinner by 7.30 pm, change clothes, move the Magnum out of the garage, push the Vk into the middle of the garage, and start rubbing. For me to make the Island, I only had June to finish preparing for the final colour, and in fact, I was aiming for



the final colour to be done by the second half of July. Anyway, job got done, and by the last week of June, the Formula Blue was being applied to the hanging panels. Funny stuff



2P, you have to let it dry for a week to cure properly, I found that out the hard way, and had to re-do all 4 doors again the following week end. Same week end the doors got done, I sprayed the interior and un-



der bonnet area, and the front guards. One week later, Sunday again, the rest of the shell, after masking up the previously painted areas. 2P does not buff off if you get overspray, so the masking, as painful as it was, was critical. I let it sit again, this time for another week. Once the paint had dried enough to work on, I set about the assembly process, the fun bit. Putting the pre prepared black trims on the doors, the mirrors, the door handles and of course, the doors back on the shell too.

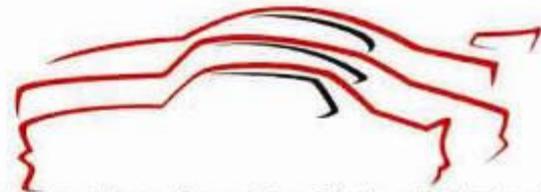


By now, it's the middle of July, the engine is ready (with the bill....engines aren't cheap, but SMC Auto were fantastic) the cars new dash is in, and I have a week end off. With the help of a couple of people, the sweet 308 went in with out a hitch. One of the boys is very cluey with wiring, and while Pete and I were fitting all the accessories to the engine, such as extractors, alternator, power steering etc, he set about wiring up the car for me.

Continued next page



PROJECT VK



Holden Sporting Car Club of Victoria



Since that week end, I have used each night from the beginning of August to fit the perspex windows, aluminum door trims, make up a new instrument cluster, refit the seat, fuel lines, brake lines, kill switches, wiper motor, carb, fuel regulator, oil catch tank, starter motor, the list goes on and on. It now looks like a car again, a VK that is, the shape that is as timeless as time itself.

As I write, the weekend coming is the 17th August, and it will be start up for the engine. The final assembly before that involves installing the new radiator, finishing off the wiring, water hoses, thermo fan, plugs and dissy, new fuel and hopefully away we go.

It seems like forever since I started this project, and it became bigger than I intended. I originally figured on just changing the outside colour while SMC built the engine, but that would have left the inside looking very 10 years old. And

that's why the doors came off.

The net effect looking at the car is very good. A close inspection does show up some flaws in the paint job, and the little bog work there is, is not perfect, but you know what, it does not matter, because it's a race car, not a show car, and I can say this time, I built it all.

So we are off to Phillip Island on Friday the 29th August. Set up camp, unload the cars and gear, ready for practice on Saturday and the race on Sunday. If we repeat last years effort in running 2nd or 3rd for the first 3 to 4 hours, we are better prepared for finishing on the podium, or perhaps even winning. That would be a hoot!

Thanks to my two dear mates for all the help they have given me over the last 4 months in finishing the car, and Julie for putting up with an absent partner.

On club matters, we at HSCCV are just about to break into the 20k bracket, that is a bank balance of 20 plus thousand dollars. To all of our members, thanks, and to the committee, well done.

Just in case anyone was wondering, Holden are having a tough time in the market at the moment, everyone seems to want something from Europe or Japan more than Aussie metal. And so a gentle reminder: No manufacturer anywhere in the world does what Holden and Ford do with so little, while delivering stunning performance, high quality fit and finish, reliability, safety and economy, for so little dollars. Simple as that. Pass it on, stop the onslaught of snobbery around Australia before it's too late.

Until next time, do it on the track, or not at all!

Wayne Paola

Club TORQUE - Award Team SLAPPD

Well done to Team SLAPPD from the Philip Island 6 hour who took out best presented team award. The shirts, jackets and cars looked very professional. Right down to the team A frame display outside their pit garage.



Unbelievable Demo Sale!

VE Omega Ute



- > V6, Automatic,
 - > air conditioning,
 - > power Windows & mirrors,
 - > metallic paint, Tub Liner.
- This price is valid until end Sept when stamp duty climbs to 4%.
- Save \$6,000 off rrp!

\$27,990 Drive Away

VE Calais-V



- > V6 5 speed auto
- > black duco, full leather,
- > 18 inch alloys,
- > ESP, full electrics,
- > 6 airbags.

Price valid until end of Sept.

- Save a massive \$16,000 off new car price!

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Astra CDTi 5 door Diesel Hatch



- > Manual, silver duco,
 - > 6 air bags,
 - > 16 inch alloys,
 - > ESP, Full electrics,
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- Save \$7,000 off rrp!

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Motorkhana and Group 5 writeup

This month the event drought has continued. I'm quite staggered at the enormous gap in the racing calendar. It wasn't planned this way, but with washouts and event cancellations (still didn't find out why PIARC didn't run their khana at Moorabbin, maybe we'll just put it down to 'Politics') so we've had absolutely nothing since July 20.

I didn't make it to the autocross I talked about last month either as the car wasn't ready. I'll come back to that story later as I've got not much else to talk about. The only other noteworthy event was that good ol' team event at Phillip Island. Yes, that's right, the 6 hour. The promoters seemed very keen for us to tell everyone that we did it for 6 hours, well, according to the stickers they produced for every team member anyway. I've gotta ask, do what exactly?

What we did do was put up with a good dump of rain on Sunday afternoon and those driving put up with a lot of other cars on the track. Reports from the team indicated that much time was spent under yellow flag and safety car conditions, with a number of cars that couldn't stay on the track. Even our team had one casualty – a certain lad from the country found the temptation to do some fancy gardening was simply far too great:



I was impressed at the speed with which a changeover sash was made available to our team; it happened within a couple of minutes of realising Mark was MIA. Even more impressive was to find out our shortly afterwards that our team was black-flagged for having more than one car from the team out on the track. When Mark was recovered and towed into the pits, he went straight back out as there as nothing wrong with his car! Sorry Mark, not giving you stick, it's quite a funny situation in hindsight!

Well, supposedly the Allsorts team finished 26th, which is smack on to mid-field. We were all over the place, being second last at Mid-day and progressively climbed from there to be placed as high as 12th by 3pm. In truth, it doesn't really matter where the team ended in the scheme of things, it was all about the challenge and the teamwork.

The Weltmeister's strategy this year apparently was to drive reeeaaaally slowly in the rain, which enabled them to record all wet times as lost laps. Seemed to work for them, yet another podium finish!

I'd like to thank Amelia for her input with Holden Allsort's team strategy and decisions. It's always a balancing act between giving everyone an even amount of time on the track (preferably not under yellow) and being competitive whilst trying to factor in periods of rain and wet tracks, drying out tracks and managing other contingencies. My thoughts are that Amelia should take up the team manager role next year; I reckon I might give it a go on the track as I'd like to find out for myself what everyone is talking about.

The best thing about this event is the "team" side of it, and without a team of both drivers and helpers, the thing just wouldn't be what it is. So congrats to Mark, Chris, Vlad, Phil and Ian, you all put in a great effort on the black stuff. I'd also like to thank Marks's mate James, Vlad's son Richard and anyone else I missed that rendered assistance to the team over the weekend.

Glenn organised fantastic accommodation at Cowes. What a great place to stay, way better

than the caravan park. I was surprised at how warm and comfy the single bed was even though I was in my trusty (or is that crusty?) sleeping bag. Chris Loxton made a new friend at the house, but perhaps became a little too acquainted. Here he is teaching Ted how to play some other games:



Ed: Ted, it must be difficult to play pool while standing on the table !

Wayne's car looked fantastic in its new Blue Meanie livery. Here's an interesting photo, one which is almost worthy of a creative caption competition. And who's the guy without a head?



Here are some other photos from the event. Did anyone notice this building in the pit paddock? Apparently a truck carrying 11 tonnes of water had it's handbrake fail the weekend prior to the 6hr. Actually, I took these photos

only to give indication of the awesome weather we experienced...

Who wanted to see under the bonnet of that honkin Supra? Here's a photo of some of the small accessories that make it work - battery and camshaft pulleys for example...



That's probably enough about the 6hr. I'm sure they'll be others who'll have their take on the event, so it's time for me to ramble about something else...

Earlier I mentioned getting a car ready for competition. This particular car was added to my varied collection of motorcars roughly a couple of months ago. This one is unaffectionately known as Black Betty and has caused me a bit of trouble:

As you can see the car is a road registered rally car. And at this point it's also pretty rough - it's done two events but been banged around a bit and I've found there's been some shortcuts taken. Anyway, my initial task was to get it roadworthy. Some of you may not know about this, but you can actually transfer the registration of a vehicle without having a Roadworthy Certificate. I didn't know about it either until a mate of mine told me about it. So I transferred the registration and paid the (in)appropriate fees without a current RWC. That gave me 30 days to get the Roadworthy, and I thought to myself that I should easily get it done within that time. Not so, as it turned out...

I had some electrical issues that I wanted to

fix prior to putting the car in for it's first test. As I said last month, every time I got onto the electrical gremlins, I found that I had to pack up and be elsewhere. So with a very small

senger front seat for a little box. When I pulled the seat out I instantly knew what I was dealing with. A 20 pin plug and no box attached to it. A bloody import! No wiring dia-



amount of things sorted and many not even looked at, I fronted for the RWC test. They picked only a few items but one of the issues was my rear demister didn't work – which I knew about and to my surprise was picked instead of much more important things. I thought to myself, "I've got a wiring diagram and (too many) other cars the same, surely it'll be fairly straight forward..." The first sign I didn't pick up on was the switch, it wouldn't stay in when pressed. So I swapped the switch, which made no difference. I checked contact points at the rear of the car, which were fine and went back to the switch. The switch was okay but had no power to it, but power was getting to the relays under the bonnet.

gram or parts that I had were going to help me much. After stuffing around trying to build a relay circuit for the demister (and failing) I started chasing this little box. I found one in NSW but decided I didn't want to spend the ridiculous amount being asked, so I jumped onto a forum and asked around. A bloke from New Zealand sent me one for next to nothing, but I had to wait a week for it to arrive.



When it did finally arrive I plugged it in and it worked! Since I had done virtually everything else on the list, I rang up to book the car in for it's second test. They told me they couldn't see the car for another 6 days! Believe

The plot thickened....this same good mate (another mad Starion owner) and I had a chat about it and he made mention that it might possibly be an import because of the switch operation. He said to check under the pas-

me, I tried to squeeze in earlier; it was a 5 minute check for the second test after all... but it gave me time to fit the LSD and do some other minor things though.

Well, all the delays completely blew my 30 days. So I thought I'd just ring VicRoads on

Club TORQUE - Motorkhana and Group 5 — Frank

the day and get them to fax me a permit, so I could then drive the car to the roadworthy place – a whole 2 kilometres at most. This is where it gets interesting, VicRoads would not issue me an unregistered vehicle permit because after 30 days the registration is considered “suspended”. Which basically meant I had to tow it to get the second test done. The irony is that this car was far more roadworthy than my usual vehicle (which is now dubbed Old Smokey or Stinky depending on the day). Ah, the B.S. that is the paper chase, gotta love it...

Anyway, I ended up getting my RWC on the day. Hoo-bloody-ray! Now I'm working through my list that for some reason keeps getting longer not shorter... I want it ready for Bendigo's VMC at the sealed saleyards on the 20th of this month, don't know if the other one would make it without being pinged by Mr Plod.

The following weekend Toyota is to run their Group 5 motorkhana at Werribee. The AMC is on the 4th and 5th of October in South Australia, the same weekend as Holden Sporting's Hillclimb. The Supp Regs for the Hillclimb have been submitted to CAMS, and the Ambos are notified of their required attendance. So that's pretty much in hand.

I am unsure when the Group 5 committee are meeting again, but my guess would be that it's sometime this month. We meet at CAMS head office these days to discuss Group 5 stuff, and as is probably apparent, there are changes that are occurring albeit very slowly.

Until next month, see you sideways or at the meeting.

Club TORQUE - Random photos

Tailpipe: Does that campus offer special driving classes?



Club TORQUE - Pointscore

ELIGIBLE EVENTS		Name	Tot Evnts
NO EVENT NAME	DATE	Kylie KASTELIC	20 5
		Richard WALES	20 3
		Kim MCCONCHIE	19 4
		GLENN BERTRAM	18 3
1 GEN MEETING JAN	28/01/2008	Chris PAOLA	18 4
2 PHILLIP ISLAND SPRINT	17/02/2008	Glenn MASON	17 4
3 VMC 2	02/03/2008	Peter DIXON	16 4
4 PI HISTORIC DISPLAY	09/03/2008	Monique LE MOTTEE	15 3
5 FEBRUARY GENERAL MEETING	11/03/2008	Kristina BERTRAM	14 3
6 MARCH GENERAL MEETING	25/03/2008	Alex CHIANTA	13 3
7 G5 MOTORKHAN RND1	30/03/2008	Gordon HALEY	12 1
8 VMC RND3	06/04/2008	Stanley KARATZIS	11 3
9 WINTON	06/04/2008	Lachlan PARRENT-SEIDEL	10 1
10 CROW CAMS	16/04/2008	Colin HEAL	10 1
11 TEN PIN BOWLING	27/04/2008	David LE MOTTEE	10 3
12 APRIL MEETING	04/05/2008	Zeljko HOVANCEK	10 1
13 VMC 4	04/05/2008	Antonia FITZPATRICK	10 2
14 MAY GENERAL MEETING	26/05/2008	David WILLIAMS	10 2
15 VMC RND 5	26/05/2008	Mark LOMAS	9 3
16 PI SPRINT	01/06/2008	Cameron CHIVERS	8 2
17 VMC6	22/06/2008	Steven GALLAGHER	8 1
18 JUNE GENERAL MEETING	23/06/2008	Jan SMITH	7 2
19 G5 KHANA RND3	29/06/2008	Aaron GALLAGHER	6 1
20 SANDOWN SPRINT	13/07/2008	Leanne LETHBORG	6 1
21 VMC RND 7	20/07/2008	John PATTERSON	5 1
22 JULY GENERAL MEETING	28/07/2008	Maxi STOKES	5 1
23 DYNO DAY	24/08/2008	Shaun EAST	5 1
24 GENERAL MEETING	25/08/2008	Shane WOODMAN	5 1
		Matthew CARDWELL	5 1
Name	Tot Evnts	David DAVIES	5 1
Frank ROGAN	104 19	Kerry CARDWELL	5 1
Bruce LETHBORG	70 14	Geoff PATTERSON	5 1
Philip SLATER	66 13	Geoff FRASER	2 1
Peter STEWART	63 15	Jason BLACK	2 1
Wayne PAOLA	59 13	Lachlan BLACK	2 1
Greg BLACK	58 12	Melinda BLACK	2 1
Vlad KOWAL	56 9	James STEWART	2 1
Kristofer LETHBORG	50 12		
Jeremy WATT	46 10		
Stephen CRUPI	45 10		
Chris LOXTON	44 7		
Ray CARDWELL	44 8		
Ian SMITH	43 11		
Malcolm CARDWELL	35 7		
Julie STOKES	33 7		
Jason PERCY	32 7		
Martin CARABOTT	28 6		
Evelyn CRUPI	25 5		
Alan DAVIES	25 5		
Ken SCOTT	25 5		
Mark KAKOURI	22 2		
Greg KASTELIC	22 5		
Irene LE MOTTEE	21 3		
Micheal BUDGE	20 3		
Ray SEYMOUR	20 3		

Minutes of Holden Sporting Car Club of Vic. Inc. - July Gen Meeting

Bells Hotel-25/08/2008

MEETING OPENED AT 8.15PM

PRESENT As Per Attendance Book /Sheet**APOLOGIES**

Amelia, Kylie, Craig

New Members/GuestAny business arising from previous minutes? **M.Ian S.Wayne****PRESIDENT:**

Dyno Day Report – Martin 206kw

Presentation night cancelled

Visit to V8 Supercar team – D'Alberto racing after Bathurst

Winton coming up need helpers- flaggies, scrutineers

Mag survey any replies.

VICE PRESIDENT

Looking forward to 6 hour

SECRETARY

Incoming Mail August 2008

Item	From	Action	Person to Action
Unicar Mag	MUCC	Inform members and File	Secretary
Camcrusher Mag	FFCC	Inform members and File	Secretary
Auction Leaflet	Shannons	Inform members and File	Secretary
Flyer/catalogue	Sterling Exhausts	Inform members and File	Secretary
Bank Statement	ANZ	Inform members and File	Treasurer
Membership	David whitehead	File and Bank	Treasurer & Membership Sec
Membership	Damien Scerri	File and Bank	Treasurer & Membership Sec
Membership	Steve Jones	File and Bank	Treasurer & Membership Sec
Toyotalk Mag	TCCA	Inform members and File	Secretary
Auto Parts Show	Auto 1	Inform members and File	Secretary
St Arnoud ¼ Mile Suppregs	St Arnoud Community Action Network	Inform members and File	Secretary
Flyer	Car Bra	Inform members and File	Secretary
Flyer	Golden Roast	Inform members and File	Secretary
Flyer	Garage King	Inform members and File	Secretary
Flyer	KBS Coatings	Inform members and File	Secretary

(Continued on page 27)

Club TORQUE - March General Meeting Minutes

(Continued from page 26)

TREASURER

\$20,418 as of Aug 19.

Money in from 6 hour.

Become an official modules online.

Meeting changes – talk on how I set up my car, in-car film, etc.

MEMBERSHIP & POINTSCORE

New Members

160 Members

EDITOR

Thanks for articles.

MOTOR RACE AND RALLY

NTR.

SOCIAL

Go karts 13 names - Oct 19th

SPECIAL EVENTS

V8 Supercar Tour

GRP5/ MOTORKHANA

Bendigo 20th Sep next event.

WEBSITE

Sandown photos good.

STOCK

Sale items on display.

CSC

Seatbelt testing 1 month – 11 years out of date all passed.

PUBLIC OFFICER

NTR

GENERAL BUSINESS

Vlad – withholding tax – ABN

Officials for Winton – Jeremy, Julie, 3 more needed

Officials for Hillclimp – Peter, Wayne, Greg, Frank

Peter – DVD report

Glen – house 40 Chillingworth Rd Cowes, Friday/Saturday

Glen – LH for Sale, 9” Diff, \$6500.

Bruce – HQ for Sale, \$52,000

Wayne – Presentation night

Vlad – VB commodore parts free

Ian – Grow CAMS

Sean – Go pro cameras, waterproof, \$260 with 2GB card

FINE:

Bruce – everything

LOTTO: 395

MEETING CLOSED: 9.40 PM



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- stickers
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- banners
- presentations

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P.O. Box 791
Melbourne Victoria 3001



Please tick MEMBERSHIP APPLICATION or RENEWAL

Name(s):

Address:

.....Postcode:

Phone: AH.....BH.....Mob.....

Email:

Occupation:Date(s) of birth:.....

Vehicles:

Reg. Numbers:.....

Membership No(s):Introduced by:.....(New members)

I am interested in: Motorkhana.....Race:.....Rally.....Sprint/Hillelimbs.....

I hereby certify that I will abide by the rules and regulations of the Holden Sporting car Club of Victoria Inc. and also the National Competition Rules of the Confederation of Australian Motor Sport with which this club is affiliated.

Signed:..... Dated:.....

<u>Membership fees:</u>	Single:	\$48.00 full year from January 1
Please mark clearly	Family:	\$70.00 full year from January 1
	Junior (under 18)	\$25.00 full year from January 1
	Associate (Bona fide members of non CAMS affiliated car clubs only with proof of membership)	\$25.00 full year from January 1

Level 2 Licence can only be purchased at Club meetings or events

Payment: Cash..... Cheque.....

Please return to: The Membership Secretary
HSCCV Inc.
PO Box 791
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